GOVERNMENT OF MADRAS.

Scott. II-28—55.000—27-11

P.W (1953) Department.

~~Endorsement~~
~~D.O.~~
~~Memorandum~~
~~Lodged~~

Letter No. 44324A/53-2

Dated 17-8- 1953.

Passed
K.V.N.
Supdt
19.8.53

FURTHER PAPERS.

Department.	Number.	Series.	Date.
PWD	25737 A/55-8	Letter —	2-2-1956

MINISTER FOR PUBLIC WORKS
9 MAY
GOVT. OF MADRAS
1953
PUBLIC WORKS DEPARTMENT
SECRETARIAT GOVERNMENT
12 MAY 1953
PUBLIC WORKS DEPARTMENT

M E M O R A N D U M
****

44324

K. Venkatramana Gowda, B.A.B.L., M.L.A.,
Puttur, South Kanara.

To

THE HONOURABLE Sri N. Ranga Reddy, B.A., B.L.,
Minister for Works and Communications,
Government of Madras,
Camp: PUTTUR, S.K.,

SIR,

Before I place before you, the claims of the Malnad Region of this District for proper development particularly in its communication system, I would like to give you some idea of this region in the geographical set-up of the District.

2. This District as an aerial picture would show, is a broken table land running from the Western ghats to the Arabian Sea. In the northern part, the range of its western side is precipitous up to the Bangadi valley. To the South of this valley deep valleys intersect a number of parallel ridges which give rise to a large number of rivers and streams which flow from east to west and over-flow their banks when the rainfall is heavy. The currents in these rivers and streams are rapid making most of them unnavigable. At the extreme south, the range of hills gets broken up as they approach the Arabian Sea.

3. The taluk of Puttur occupies nearly one-third of the District on the South-east and is the biggest taluk of the District covering an area of 1239.32 Squire Miles. The green-clad cliffs of the western ghats surround the taluk on all sides except on the west. On the north, the ranges of hills separate the area from Mysore territory while on

the south, from Coorg. The taluk is widest in the middle measuring about 50 miles from east to west and narrowest at the northern end where it is only about 10 miles wide. The largest tract of the taluk in the interior particularly to the east of it cannot be easily reached between June and December when the heavy rains flood the numerous unbridged streams lying on the main routes. The taluk seams with a continuous series of low ridges and hollows. Between these ridges numerous hill streams of crystal clearness and deceitful depths wind their way until they join the main river of the taluk, the Netravathi which takes its source in the Ghats to the east of Kudremuk peak and falls down the cliffs and flows down the Bangadi valley past Beltangady. This is Malnad nestling under the shadows of Western Ghats, abounding in thick forests with many a fertile valleys unexplored and the resources for production of food not tapped for want of communications. A glance at the relief map of the district will show how this Malnad part of the taluk has been badly cut up and isolated by the streams which lie at short distances on every route which passes through it. The main roads which run through this area are (1) the Uppinangady-Kadaba road reaching the Bisley Ghat road via Kulgunda, the seat of an annual Cattle fair (2) the Puttur-Ariadka Nethicalcatta road passing through Bellare and Panja reaching Subramania - a great centre of pilgrimage (3) Darbe Nethicalcutta Road (4) the Kulgunda-Subramania road and (5) the Jalsur--Subramania road reaching Subramania from the Southern corner of the Malnad. None of these roads which passes through some of the most fertile zones of the Malnad is today an all-weather road as each of them is cut at short intervals either by an unbrdiged stream or river. On the Bisley ghat road - a stretch of about 14 miles there are five streams with widths ranging from 80' to 500'. On the Jalsur

Subramania road - a stretch of about 26½ miles there are five streams. On the Ariadka Nethicalcatta and Darbe Subramania Road - a stretch of about 35 miles there are as many as 12 rivers and streams. These rivers and streams get flooded in the monsoon months making the villages in the area inaccessible and isolated.

4. Even according to official figures 24,000 acres of wet land included in the ryots' pattas for which assessment is being paid are lying fallow as there is no incentive in the owners of these lands to grow rice which cannot find a market for want of road facilities. Another 10,000 acres of land fit for paddy cultivation are included in the reserve forests. 34,000 acres of land which can produce about 20,000 tons of rice easily are left uncultivated. A District which is deficit in food cannot afford to have this fertile part of the district neglected and left in ~~dislocation~~ desolation when the demand for food is so great and urgent. I need hardly point out how appalling is the wastage of our food resources caused by lack of roads in this fertile region of the District. An adequate road system besides eliminating this waste could transform isolated and fallow lands of the Malnad Region into fruitful fields and contribute to the prosperity of the Agriculturist. "Grow-More-Food" Campaign of the Government will be a failure in a District like this unless it is coordinated with "Build-All Weather-Roads".

B 5. The crying need of the Malnad is therefore a net work of all-weather roads which open up the interior villages and create a market for the agricultural and forest wealth of the region. Agitation for the development of road facilities in this part of the district for the past 20 years has not so far produced any tangible results. The people of Malnad have been repeatedly and insistently approaching the District Board Authorities and the Government

to improve the communication system of Malnad by constructing bridges and causeways over the rivers and streams and lay out roads to connect villages with the main lines of communication with little or no response.

6 Between 1947 and 1949, representations were made to your predecessor in office Sri M. Bhaktavatsalam in the matter of developing communications in Malnad. A list of 38 works which would improve the communication system of not only Malnad Areas of Puttur Taluk but of Kasaragod, Karkal and Coondapur taluks was also prepared and sent to Government. In his letter No. 4584/A/49-13 dated 20-4-50, the additional Deputy Secretary to Government informed Sri K. R. Karanth, Ex-minister, of the Government of Madras that of the 38 items of road and bridge works included in the list except one in Coondapur Taluk fall within the scope of P.W.R.D. Programme and therefore would ordinarily be taken up in their order of priority, that the construction of causeways and bridges on the Bisley Ghat road was under the active consideration of the Government while the other works shown in the list so far as Puttur taluk is concerned are on District Board roads and their inclusion in the Five Year Plan cannot be made without omitting many works included in it and this would be unfair to the other areas in the District. He, however, informed that the Divisional Engineer would select most urgent of the works in the list which would not cost more than Rs. 1 lakh and propose through the President, District Board for inclusion in the Five Year Plan and that the remaining works may be considered in the next quinquennium if the proposals for the development of the Malnad Area for growing more food and for colonisation would take a more definite shape, the question of advancing the priority of these road works would be considered. We are gratified to find that the only Scheme which is going to materialise is the construction of causeways and bridges over the streams on the Bisley Ghat Road to make the Mangalore-

Uppinangady-Bisley Ghat Road an all-weather road. We are grateful to Sri Bhaktavatsalam for this as the road will not only give through communication to Mysore all through the year but serve as a marketing road to a great many villages lying isolated on this section of Malnad. We do not know what action is being taken in respect of other works mentioned in this list and referred to in the letter of the Deputy Secretary to Government.

7. But this road will only touch a fringe of the problem of developing Malnad. There are still 20 other causeways and minor bridges to be built on the Ariadka Nethicalcatta, Darbe-Subramania; Kulgunda-Subramanya, Jalsur-Subramanya, Gundia-Subramanya and Hosmatta-Kokkada-Dharmastal roads if the malnad is to be developed properly and efficiently.

8. Though it may not be possible for the State Government to take up all the works mentioned in the list, I would earnestly request you Sir, to sanction full grants atleast for the following urgent works in 1953-54 so that the District Board may take them with the least possible delay:---

(1) Kulgunda-Subramania Road - Causeway or Bridge over the Kumardhari River.

This work is item No.18 in the list attached. You might be aware of the fact that Subramania is a place of great pilgrimage. This place cannot be reached during the monsoon months either from the Puttur side or the Uppinangady side on account of the numerous unfordable streams. When the Uppinangady-Bisley Ghat Road becomes an all-weather one with rivers and streams lying on this route which has already been taken up by the Government. Subramania will be more easily accessible for the pilgrimes from the Uppinangady side than from Puttur. And yet the Kumardhari river cutting the road between Kulgunda and Subramania is the only obstacle

to connect Subramania with Mangalore on one hand and Mysore on the other. This work cannot wait for long. The District Board with its poor financial position cannot undertake this work which is estimated to cost Rs. 50,000/-. We hope you will be pleased to sanction necessary grants to the District Board to take up this work in the current year itself.

2. JALSOOR-SUBRAMANIA ROAD:- On this road there are five streams. The road passes through rich arecanut plantations, rice fields and timber forests. There is also a High School at Sullia which is atteneded by a large number of pupils living round about ~~Jalsoor~~ Sullia. I understand that the Rural Welfare Department has come forward to take up the construction of minor causeways. I request you to see that a bridge over the Kandadka stream at mile 8/1 and one over the Kallaje river at mile 22/7 are sanctioned so that this road may be converted into all-weather one.

3. NETTICALCATTA-SUBRAMANIA ROAD:- This road also runs through and touches extensive rice and areca growing areas. The area has gained importance after the opening of 2 High Schools by the District Board one at Panja and the other at Bellare. There are six streams which cut this road at miles 19/2, 23/4, 28/8, 31/3 and 32/7. If these streams are bridged we will have an all-weather road from Mangalore to Subramania via Puttur-Ariadka. Subramania in that case will be reached from the two ends - one by the Highways Road and the other by the District Board Road.

4. DARBE-NETHICALCATTA ROAD:- This road passes through the most undeveloped area of Malnad with six streams cutting the road at short intervals and keeping the villages in this part of the taluk in isolation. We request you to sanction grants atleast in 1954-55 for the construction of causeways over the streams cutting this route

The total cost of the works referred to above would approximately work out to about 3½ lakhs of rupees. I quite realise that in the present financial position of the State Government it will be difficult to scrape all this money in the current year and dole it out for this taluk though there is every justification to do so considering the urgency of developing this long neglected Malnad Area. In this connection I would suggest that the State Government have every reason to claim substantial grants for this District from the Central Road Fund. Though this Fund has been in operation for the last 22 years, this district has not been fortunate enough to get its legitimate share all these long years except to the extent of Rs.7,10,200 after 1948 for six bridge works. I find from the allocation account of this fund for 1949-50 that this State coming under Part A States was allocated a sum of Rs.377.80 lakhs for schemes costing Rs. 489.15 lakhs and an expenditure to the tune of Rs. 258.06 lakhs was incurred up to the end of 1950-51. I do not know which other Districts were fortunate enough to get succour from this fund. May I plead on behalf of the people of one of the most backward regions of this state, to use your good offices and see that funds sufficient to undertake the works in Malnad area are allotted for this District in the Current year.

From the point of view of Education and Medical Relief the Malnad is also backward. In recent years, thanks to the District Board, three High Schools in the Centre of Malnad area have been started and these have served as a great boon for the people of this backward area. The Medical Relief available in this extensive area is hopelessly inadequate. There are only six Medical Institutions to serve an area of 1239.32 Squire Miles

with a population of 2,42,969 - each dispensary serving 155½ Squire Miles and nearly 30,000 people. Even if rural dispensaries are to be opened, the District Board will experience the difficulty of the services of medical Practitioners to settle down in the villages which are left in isolation for want of all-weather roads. The poor people in the entire Malnad, therefore, have not only to fight against poverty and distress but against disease also.

9 I take this opportunity however to thank the Government for the intensive and extensive anti-malarial operations which are being carried on by the Anti-malaria Unit in the villages of Puttur Taluk particularly in Malnad Areas. These operations have practically driven out Malaria from the area - a disease which used to levy a heavy toll of lives year after year and keep cultivable areas in marshy regions uncultivated for want of people settling there. We do hope these operations will be continued until Malaria is stamped out of Malnad.

10 We the people of Malnad hope that your visit to this remote corner of the District will bear fruit and that our representations to you made through the Memorandum will receive due consideration and before long Malnad will get at the hands of your Government its legitimate share for its development and prosperity.

PUTTUR, SOUTH KANARA,
Dated 4 MAY 1953

K. Venkataramanagowda
T.L.A

1	2	Mileage 3	Length 4	Approximate cost 5	Remarks. 6
PUTTUR TALUK					
1. Bisley Ghat Road	Causeway	1/1	500'	1,00,000	
2. "	"	2/3	80'	P.W.R.D. 16,000	
3. "	"	2/6	100'	20,000	R.D.F.
4. "	"	2/3	130'	26,000	
5. "	"	2/2	110'	22,000	
6. Ariadka Nethcalkatta Subramanya Road	"	1/2	150'	30,000	
7. "	Bridge	1/2	25'	25,000	
8. "	Causeway	2/4	100'	20,000	
9. "	"	2/8	150'	30,000	
10. "	"	3/3	25'	5,000	
11. "	"	3/7	50'	10,000	
12. Darbe Nethicalkatta road	"	4/6	30'	6,000	
13. "	"	5/1	100'	20,000	
14. "	"	9/5	50	10,000	
15. "	"	11/5	30'	6,000	
16. "	"	11/2	50'	10,000	
17. "	"	11/7	50'	10,000	
18. Kulgunda Subramanya Road	"		250'	50,000	
19. Jalsur Subramania Road	"	8/1	60'	12,000	
20. "	"	12/7	60'	12,000	
21. "	Bridge	16/8	36'	25,000	
22. "	Causeway	22/7	250'	50,000	
23. "	"	25/6	100'	20,000	
24. Gundia Subramanya Road	2 Causeways	3/7 & 5/6	125' each	50,000	
25. Hosmatta Kokkada, Dharmastala, Mundaje Mithabagilu	To be taken up as a Dt. Board Road				
	(1) Causeway, Nujibaltala		150'	30,000	
	(2) " Nidle		200'	40,000	
26. Mandekole Ajjavar Road	New Road	4 miles	4 miles	12,000	
KASARAGOD TALUK.					
5 years plan New Road					

27. Sullia Panathady Road	New road	13 miles	13 miles	43,000	
28. Mulleria Arlapadavu road	"	13 "	13 "	43,000	
KARKAL TALUK					
5 year's plan P.W.D.					
29. Guruvainkere Hosmar Naravi road	Causeway	1/7 & 4/4/ 6/7,9/6,12/2 and 12/4	100'	each	40,000
30. "	"		50'	each	40,000
31. Hosmar Karkal road	"	3/7	300'		60,000
32. "	"	5/1	50'		10,000
33. Ajekar Miyar road	"	3/2	75'		15,000
34. "	"	7/5	75'		15,000
35. "	"	10/3	300'		60,000
36. "	"	12/8	100'		20,000
COONDAPUR TALUK					
37. Albady Siddamane Amavasebail Siddapur road	New road	12 miles	12 miles		45,000
38. Siddapur Kamalabaile Hallihole Nirgundi & Jadkal	"	16 miles	16 miles		50,000
					11,00,000

Sd.P.V.Vankateshwaran,
Superintendent,
Public Works Department.

/True copy/

Sd/-

23/7
Head Clerk.

T. M (P.W.)
For consideration
15/5

MINISTER FOR PUBLIC WORKS
22 MAY
GOVT. OF MADRAS

MEMORANDUM

DEPUTY SECRETARY TO GOVERNMENT
22 MAY 1953
PUBLIC WORKS DEPARTMENT

MINISTER FOR AGRICULTURE
GOVERNMENT OF MADRAS

From

Sri K. Venkatramana Gowda, B.A.B.L., M.L.A.,
PUTTUR, SOUTH KANARA.

48102

THE HONOURABLE Sri N. Ranga Reddy, B.A., B.L.,
Minister for Works and Communications,
Government of Madras.
Camp: PUTTUR, S. K.,

ADDL. ASST. SECRETARY TO GOVERNMENT
25 MAY 53
PUBLIC WORKS DEPARTMENT

SIR,

Before I place before you, the claims of the Malnad Region of this District for proper development particularly in its communication system, I would like to give you some idea of this region in the geographical set-up of the District.

2. This district as an aerial picture would show is a broken table land running from the Western Ghats to the Arabian Sea. In the northern part, the range on its western side is precipitous up to the Bangadi valley. To the south of this valley deep valleys intersect a number of parallel ridges which give rise to a large number of rivers and streams which flow from east to west and over-flow their banks when the rainfall is heavy. The currents in these rivers and streams are rapid making most of them unnavigable. At the extreme south, the range of hills gets broken up as they approach the Arabian Sea.

3 - The taluk of Puttur occupies nearly one third of the District on the South-East and is the biggest taluk of the District covering an area of 1239.32 Sq.Miles. The green-clad cliffs of the Western ghats surround

the taluk on all sides except on the west. On the north the ranges of hills separate the area from Mysore territory while on the south, from Coorg. The taluk is widest in the middle measuring about 50 miles from east to west and narrowest at the northern end where it is only about 10 miles wide. The largest tract of the taluk in the interior particularly to the east of it cannot be easily reached between June and December when the heavy rains flood the numerous unbridged streams lying on the main routes. The taluk seams with a continuous series of low ridges and hollows. Between these ridges numerous will streams of crystal clearness and to deceitful depths wind their way until they join the main river of the taluk, the Netravathi which takes its source in the Ghats to the east of Kudremuk peak and falls down the cliffs and flows down the Bangadi valley past Beltangady. This is malnad nestling under the shadows of Western ghats, abounding in thick forests with many a fertile valleys unexplored and the resources for production of food not tapped for want of communications. A glance at the relief map of the district will show how this malnad part of the taluk has been badly cut up and isolated by the streams which lie at short distances on every route which passes through it. The main roads which run through this area are (1) the Uppinangady-Kadaba road reaching the Bisley Ghat road via Kulgunda, the seat of an annual Cattle fair (2) the Puttur-Ariadka Nethicalcatta road passing through Bellare and Panja reaching Subramania - a great centre of pilgrimage (3) Darbe Nethicalcatta Road (4) the Kulgunda-Subramania road and (5) the Jalsur-Subramania road reaching Subramania from the southern corner of the malnad. None of these roads which passes through some of the most fertile zones of the Malnad is today an all-weather road as

each of them is cut at short intervals either by an unbridged stream or river. On the Valgy ghat road - a stretch of about 14 miles there are five streams with widths ranging from 80' to 500'. On the Jalgur Subramania road - a stretch of about 20½ miles there are five streams. On the Arindka Nothicalcatta and Darbo Subramania Road - a stretch of about 35 miles there are as many as 12 rivers and streams. These rivers and streams get flooded in the monsoon months making the villages in the area inaccessible and isolated.

4. Even according to official figures 24,000 acres of wet land included in the ryots' pattas for which assessment is being paid are lying fallow as there is no incentive in the owners of these lands to grow rice which cannot find a market for want of road facilities. Another 10,000 acres of land fit for paddy cultivation are included in the reserve forests. 34,000 acres of land which can produce about 50,000 tons of rice easily are left uncultivated a district which is deficit in food cannot afford to have this fertile part of the district neglected and left in desolation when the demand for food is so great and urgent. I need hardly point out how appalling is the wastage of our food resources caused by lack of roads in this fertile region of the district. An adequate road system besides eliminating this waste could transform isolated and fallow lands of the Malnad Region into fruitful fields and contribute to the prosperity of the agriculturist. "Grow-More-Food" Campaign of the Government will be a failure in a district like this unless it is coordinated with "Build-All-Weather Roads".

5. The crying need of the Malnad is, therefore, a net work of all-weather roads which open up the interior villages and create a market for the agricultural and forest wealth of the region. Agitation for the development of road facilities in this part of the district for the past 20 years has not so far produced any tangible results

The people of Malnad have been repeatedly and insistently approaching the District Board Authorities and the Government to improve the communication system of Malnad by Constructing bridges and causeways over the rivers and streams and lay out roads to connect villages with the main lines of communication with little or no response.

6. Between 1947 and 1949, representations were made to your predecessor in office Sri M. Bhaktavatsalam in the matter of developing communications in Malnad. A list of 38 works which would improve the communication system of not only Malnad Areas of Puttur Taluk but of Kasaragod, Karkal and Coondapur taluks was also prepared and sent to Government. In his letter No.4604/M43-13 dated 20-4-50, the additional Deputy Secretary to Government informed Sri K. R. Karanth, Ex-minister, of the Government of Madras that of the 38 items of road and bridge works included in the list except one in Coondapur Taluk fall within the scope of P.W.R.D. Programme and therefore would ordinarily be taken up in their order of priority, that the construction of causeways and bridges on the Bisley Ghat road was under the active consideration of the Government while the other works shown in the list so far as Puttur taluk is concerned are on District Board roads and their inclusion in the Five Year Plan cannot be made without omitting many works included in it and this would be unfair to the other areas in the District. He, however, informed that the Divisional Engineer would select most urgent of the Works in the list which would not cost more than Rs. 1 lakh and propose through the President, District Board for inclusion in the Five year Plan and that the remaining works may be considered for the next quinquennium if the proposals for the Development of the Malnad Area for growing more food and for colonisation would take a more definite shape, the question of advancing the priority of these road works would be considered.

15

We are gratified to find that the only Scheme which is going to materialise is the construction of causeways and bridges over the streams on the Bisley Ghat Road to make the Mangalore-Uppinangady-Bisley Ghat Road an all-weather road. We are grateful to Sri Bhaktavatsalam for this as the road will not only give through communication to Mysore all through the year but serve as a marketing road to a great many villages lying isolated on this section of Malnad. We do not know what action is being taken in respect of other works mentioned in this list and referred to inthe letter of the Deputy Secretary to Government.

7. But this road will only touch a fringe of the problem of developing Malnad. There are still 20 other causeways and minor bridges to be built on the Ariadka Bethicalcatta, Darbe-Subramanya Kulgunda-Subramanya, Jalsur-Subramanya, Gundia-Subramanya and Kosmatta-Kokkada-Dharmastal roads if the malnad is to be developed properly and efficiently.

8. Though it may not be possible for the State Government to take up all the works mentioned in the list, I would earnestly request you Sir, to sanction full grants at least for the following urgent works in 1953-54 so that the District Board may take them with the least possible delay:-

(1) KULGUNDA-SUBRAMANYA ROAD - CAUSEWAY OR BRIDGE OVER THE KUMARDHARI RIVER.

This work is item No. 18 in the list attached. You might be aware of the fact that Subramania is a place of great pilgrimage. This place cannot be reached during the monsoon months either from the Puttur side or the Uppinangady side on account of the numerous unfordable streams. When the Uppinangady-Bisley Ghat Road becomes an all-weather one with rivers and streams

lying on this route which has already been taken up by the Government. Subramania will be more easily accessible for the pilgrims from the Uppinangady side than from Puttur. And yet the Kumardhari river cutting the road between Kulgnala and Subramania is the only obstacle to connect Subramania with Mangalore on one hand and Mysore on the other. This work cannot wait for long. The District Board with its poor financial position cannot undertake this work which is estimated to cost Rs. 50,000 -. We hope you will be pleased to sanction necessary grants to the District Board to take up this work in the current year itself.

2. JALSOOR-SUBRAMANIA ROAD:- On this road there five streams. The road passes through rich arecanut plantations, rice fields and timber forests. There is also a High School at Sullia which is attended by a large number of pupils living round about Jalsoor. I understand that the Rural Welfare Department has come forward to take up the construction of minor causeways. I request you to see that a bridge over the Kundadka stream at mile 8/1 and one over the Kallaje river at mile 22/7 are sanctioned so that this road may be converted into all-weather one.

3. UPPINANGADY-SUBRAMANIA ROAD:- This road also runs through and touches extensive rice and areca growing areas. The area has gained importance after the opening of 2 High Schools by the District Board one at Panja and the other at Bellare. There are six streams which cut this road at miles 19/2, 27/4, 31/3 and 32/7. If these streams are bridged we will have an all-weather road from Mangalore to Subramania via Puttur-Ariadka. Subramania Kunchitrcate Chiliche reached from the two ends - one by the Highways road and the other

by the District Board Road.

4. DARBE-NETTICALCATTA ROAD:- This road passes through the most undeveloped area of Malnad with six streams cutting the road at short intervals and keeping the villages in this part of the taluk in isolation. We request you to sanction grants atleast in 1954-55 for the construction of causeways over the streams cutting this route.

The total cost of the works referred to above would approximately work out to about 3½ lakhs of rupees. I quite realise that in the present financial postion of the State Government it will be difficult to scrape all this money in the current year and dole it out for this taluk though there is every justification to do so considering the urgency of developing this long neglected Malnad Area. In this connection I would suggest that the State Govornment have every reason to claim substantial grants for this District from the Central Road Fund. Though this Fund has been in operation for the last 22 years, this district has not been fotunate enough to get its legitimate share all these long years except to the extent of Rs.7,10,000 after 1948 for six bridge works. I find from the allocation account of this fund for 1949-50 that this State coming under Part A States was allocated a sum of Rs. 377.80 lakhs for schemes costing Rs. 483.15 lakhs and an expenditure to the tune of Rs. 253.06 lakhs was incurred up to the end of 1950-51. I do not know which other Districts were fortunate enough to get succour from this fund. May I plead on behalf of the people of one of the most backward regions of this State, to use your good offices and see that funds sufficient to undertake the works in Malnad Area

are allotted for this District in the C r ent year.

From the point of view of Education and Medical Relief the Malnad is also backward. In recent years, thanks to the District Board, three High Schools in the Centre of Malnad area have been started and these have served as a great boon for the people of this backward area. The Medical Relief available in this extensive area is hopelessly inadequate. There are only six Medical Institutions to serve an area of 1239.32 Squire Miles with a population of 2,47,969 - each dispensary serving 155½ Squire Miles and nearly 30,000 people. Even if rural dispensari s are to be opened, the District Board will experience the difficulty of the services of medical Practitioners to settle down in the villages which are left in isolation for want of all-weather roads. The poor people in the entire Malnad, therefore, have not only to fight against poverty and distress but against disease also.

I take this opportunity however to thank the Government for the intensive and extensive anti-malarial operations which are being carried on by the Anti-malaria Unit in the villages of Puttur Taluk particularly in Malnad Areas. Those operations have practically driven out Malaria from the area - a disease which used to levy a heavy toll of lived year after year and keep cultivable areas in marshy regions uncultivated for want of people settling there. We do hope those operations will be continued until Malaria is stamped out of Malnad.

We the people of Malnad hope that your visit to this remote corner of the District will bear fruit and that our representations to you made through the Memorandum will receive due consideration and before long Malanad will get at the hands of your Government its legiti-mate share for its development and prosperity.

Venkataramanagowda

(Original in file bearing C.No. 68193 A/53)

19

COPY of letter dated 25th July, 1953 from Sri K.Venkataramana Gowda, M.L.A., Puttur, South Kanara addressed to the Minister for Public Works, Madras.

During your tour of the Malnad areas of Puttur in South Kanara, it may be remembered, I presented a memorandum dated 4th May 1953. In the memorandum I stated that Jalsoor - Subrahmanya road is one of the important roads that should be converted into an all weather road.

The road passes through rich arecanut plantations vast rice fields, and timber forests of Government. There is also a High School in Sullia which is attended by a large number of pupils living round about. Firka Development scheme has been recently extended to Sullia. Jalsoor-Subrahmania road is the only through route which makes all the villages of the firka accessible. There are five streams on this road. The first and the last are major streams. The Rural Welfare Development Department has come forward to take up the construction of minor causeways. But, it will be purposeless unless the first atleast, namely Kandadka stream at mile 8/1 is bridged. Seven months in the year, during monsoon communication on this road is cut off. In case, the proposed bridge or causeway on the Kandaka stream is constructed and causeways on the minor streams beyond Kandadka stream are completed by the Rural Welfare Development, it will go a long way in extension of communication facilities in the Malnad area.

. . .

p.t.o

The proposed causeway work has been included in the post-war Road Development scheme and it is estimated to cost about Rs.12,000 roughly.

Further there is a proposal before Government under "Irrigation" to put up an anicut across the same stream which makes the proposed bridge indispensable. The Chief Minister in reply to Legislative Assembly question No.616 stated on 17-7-53 that proposals have been called for construction of anicut across the Kandadka stream.

Apart from its importance as making Subrahmanya accessible on this southern direction, it opens up facilities of communication to the highly rich areas of Malnad which have been kept in backwardness.

It is needless to tell you how the Malnad areas of Puttur Taluk have been neglected in the matter of communications. You have personally satisfied yourself and expressed hope of giving better attention. The backward areas in other taluks of the District have been fortunate in having been included in the community projects shcmes.

I, therefore strongly urge that the proposed work may be financed by the Central Road Fund in 1953-54.

Thanking you,

(Sd.)K.Venkataramana Gowda

"C.E.Highways to speak to me.

N.RANGA REDDI
25-7-53"

COPY of D.O.No.68193 A/53-1 dated 28th July, 1953 Public Works to the Chief Engineer (Highways).

Sub:- COMMUNICATIONS - S.Kanara Dt. Maland -

p.t.o

21

area - Improvement of Jalsoor - Subrahmanya road into an all-weather road and construction of bridge across Kandaka stream.

--

Copy at pp 19-20 ante

I am to enclose a copy of D.O. dated 25-7-53 from Sri K.Venkataramana Gowda addressed to the Minister for Public Works. The Minister for Public Works desires to discuss the subject with you. I am to request you to meet the Minister after ascertaining the time and date convenient to him.

23

P.W.(A-2)

Letter No.44324 A/53-2 d/ 17-8-53

To

Sri K.Venkatramana Gowda,
B.A., B.L., M.L.A.,
Puthur, South Kanara District.

Sir,

Sub:- COMMUNICATIONS - South Kanara District - Improvement of Communication in Malnad area.

Ref:- Your Lr.Dated 4-5-53 addressed to Minister for Public Works.

I am directed to state that in view of the present financial stringency it has not been found possible to develop another all-weather road to Subramania in addition to the Mangalore-Uppinangady - Bisley Ghat Road and the Kulgunda Subramania Road. I am to add that the C.E.(H) has, however, been instructed to examine the question of improving the road from Darbe to Subramania as an all-weather road from State allocations of the Central Road Fund and that his final report in the matter is awaited. The question of constructing a bridge over the Kandadka stream at M.8/1 of the Jalsoor-Subramania is also under examination.

2. The Anti-Malarial Scheme in Puttur Taluk will be continued and if possible, expanded under the Anti-Malaria Control Programme.

Y.F.

KRISHNAMURTHI

CNo.44324A/53

Sub:- COMMUNICATIONS - Roads - S.Kanara Dt.- Malnad area - Construction of bridges and causeways etc.

Ref:- From Sri K.Venkataramana Gowda B.A.B.L., M.L.A. Memorandum to M. (P.W) d/4-5-53.

In the memorandrum at pp.1-8 c.f. Sri Venkataramana Gowda, M.L.A. has invited a reference to this Department letter No. 4584 A/49-13 d/20-4-50 addressed to Sri Karanth, Ex. M.L.A.. and he has stated that the crying need of the Malnad is a net work of all weather roads which will open the interior villages and create a market for the agirultural and forest wealth of the region. He has in this connection stated that construction of causeways and bridges over the streams on the Bisley Ghat to make the ~~Kundapura~~ Mangalore-Uppinangady-Bisley Ghat road as all weather road is not quite sufficient. He has remarked that there are still 20 other causeways and minor bridges to be built on ~~Anaka~~ Ariadka-Nethicalcutta, Darbe-Subramania Kulgundu-Subramania & Jalsur-Subramania, Gundi Subramania and Hosmalta-Kokkada Dhemastal roads of the Malnad is to be developed properly and efficiently. He has also stated that a bridge over Kumaradhari River on Kulgonda Subramania Road is an immediate necessity and that a grant should be given to the Dt.Bd. for taking up the work. In this connection he has stated that S.Kanara Dt. has not been fortunate enough to get its share of grant from the C.R.F. and he has requested Govt to allot sufficient funds

p.t.o

from the C.R.F. for execution of works in the Malnad areas. Submitted from practical considerations the C.E.(H) has proposed to improve the Bisley Ghat Road and ~~another~~ the cross road from Kulgunda to Subramania as an all weather Road to Subramania. The Govt. have also sanctioned the construction of 5 bridge or causeway works e.g. (one under the P.W.R.D. Scheme and others under C.R.F.Scheme). The works referred to are either under execution or will be taken up ~~strongly~~ shortly. The C.E.(H) has reported that on Kulgonda Subrmania Road a major crossing required bridging and a portion of the road requires metalling. He has also reported that he has called for certain particulars from the D.E.(H) regarding them for taking further action. The C.E.'s further report is awaited. He has been reminded. In view of the present financial stringency it has been considered that it will not be possible to develop another all weather road to Subramania. The P.D.B.S.Kanara has also been informed of this. It may however be mentioned ~~here~~ that with reference to the minutes of M.(Health Agriculture) the question of improving road communication facilities in Malnad area (ie the Road from Dakke to Subramania from out of ~~Malnad area from central~~ C.R.F. allocation is separately under consideration in this Dept. The C.E.(H) is being consulted in the matter. It may also be mentioned here that the Govt. of India have, subject to certain conditions, ~~here~~ allotted Rs.40 lakhs to this State for development of areas not benefitted by the State development plans of the Planning Commission's Five Year Plan. The Govt. have decided to allot this amount to districts on population basis and to ask the Collectors to submit necessary proposals (including formation of village roads, construction of minor bridges & culverts etc) for utilisation of this amount. Under this

p.t.o

E

scheme the S.Kanara Dt. will get a grant of Rs.1.25 lakhs. The Collector of S.Kanra may be expected to take into account the road communication needs of the Malanad area while selecting works. In the circumstances, no action called for on this Dept, on the present memorandum.

3 L.A. may however see for remarks if any. Health may also see with reference to necessity for continuance of the anti-malaria operations in Malanad are referred to in para 9 on p.8 c.f.

CTV

Thro' S/P&C
M 1794/53
15.6.53

Kum
18.6.53

2 JUN 1953
30951

P.W.D. U. on.
44324A/53-1
19.6.53

17/6/53

SWR
18.6.53

L.A/Health

L A D
CE

May be perused and passed on to Health ao. No remarks are called for in L.A.

Thro' M.P.
M
23/6/53

M
Health
CTV
23.6.53

MR
25.6.53

26/6/53

LA no
30951/53-1C
29-6-53

Secy
Health

2.8.53

Health

29.6.1953
35666

CTD
1/7

4

Para 9 of 8 Sf.

The Anti-malarial Scheme South Kanara Dt. which originally covered only two taluks namely Puttur & Karkal has now been extended to cover four taluks. The State has agreed to participate in the National Malaria Control Programme formulated by India under which assistance will be made available by India in the shape of supplies of equipment and materials. This programme envisages the extension of control operations to all the malarious areas in the State in a period of 3½ years. There is therefore no question of closing the Anti-malarial Scheme, South Kanara Dt or of any other scheme being wound up. They will be continued, and if possible also expanded under the National Malaria Control Programme.

May be noted. to PW

9/11/53

4/11/53

PW

ASSISTANT SECRETARY TO GOVERNMENT
4 - JUL 1953
PUBLIC WORKS DEPARTMENT

4/7/53 F

4/7

Health No V.
35666 Ey
3.7.53

C1213

PT

P.W.(A-2)

In the memorandum at pp.1-8 c.f. Sri Venkataramana Gowda, M.L.A. has invited a reference to this Department letter No.4584 A/49-13 d/20-4-50 addressed to Sri Karanth, Ex. M.L.A. and he has stated that the crying need of the Malnad is a net work of all weather roads which will open the interior villages and create a market for the agricultural and forest wealth of the region. He has in this connection stated that construction of causeways and bridges over the streams on the Bisley Ghat to make the Mangalore Uppinangady-Bisley Ghat road as an all weather road is not quite sufficient. He has remarked that there are still 20 other causeways and minor bridges to be built on Ariadha-Nethicalcutta, Darbe-Subramania, Kulgunda-Subramania, Jalsur-Subramania, Gundia Subramania and Hosmatta-Koddaka -Dharmastal roads, if the Malnad is to be developed properly and efficiently. He has also requested the Government to sanction full grants for the following works in 1953-54 and 1954-55 so that the South Kanara District Board may take them up for execution with the least possible delay:-

1) Construction of causeway or bridge over the Kumardhara river on the Kulgundu-Subramania road;
2) Construction of a bridge over the Kandadka stream at M.8/1 and another over the Kallaje river at M.22/7 of the Jalsoor Subramania road, in order to convert this road into an all-weather road;
3) Construction of bridges at M.19/2, 23/4, 28/8, 31/3 and 32/7 of the Nethicalcutta-Subramania road;

p.t.o

4) Construction of causeways over the streams cutting the Darbe Nethicalcutta road.

In this connection he has stated that S.Kanara Dt. has not been fortunate enough to get its share of grant from the C.R.F. and he has requested Government to allot sufficient funds from the C.R.F. for execution of works in the Malnad areas.

2. Submitted that from practical considerations the C.E.(H) has proposed to improve the Bisley Ghat Road and the cross road from Kulgunda to Subramania as an all weather Road to Subramania. The Government have also sanctioned the construction of 5 bridge or causeway works e.g. (one under the P.W.R.D. Scheme and others under C.R.F. Scheme). The works referred to are either under execution or will be taken up shortly. The C.E.(H) has reported that on Kukgonda Subramania Road a major crossing required bridging and a portion of the road requires metalling. He has also reported that he has called for certain particulars from the D.E.(H) regarding them for taking further action. The C.E.'s further report is awaited. He has been reminded and is being reminded again. In view of the present financial stringency it has been considered that it will not be possible to develop another all weather road to Subramania. The P.D.B., S.Kanara has also been informed of this. It may, however, be mentioned that with reference to the minutes of M (Health) on a separate representation received from the same M.L.A., the question of improving road communication facilities in Puttur taluk i e the Road from Darbe to Subramania from out of

para 8(4) on p6 cf

M on p7 cf

X' on p59 cf/(E) [Memon. 267, PW — 10-6-53] -do-

X on p59 cf/(E)

-do-

para 4 p103 cf/(E)

para 6 p107 cf/(E)

-do-

Separate file in 'Q' Section R (46908 Q/53)

C.R.F. allocation is separately under consideration in this Dept. The C.E.(H) has been consulted in the matter and his report is awaited. It may also be mentioned here that the Govt. of India have, subject to certain conditions, allotted Rs.40 lakhs to this State for development of areas not benefited by the State development plans or the Planning Commission's Five Year Plan. This Govt. have decided to allot this amount to districts on population basis and have asked the Collectors to submit necessary proposals, (including formation of village roads, construction of minor bridges and culverts etc.) for utilisation of this amount. Under this scheme the S.Kanara Dt. will get a grant of Rs.1.259 lakhs. Under this scheme the Collector of S.Kanara has proposed, among others, 12 road works at a total cost of Rs.1,06,550/- including a causeway at M.23/4 of Darbe-Subramanya Road across Panja River in Puttur Taluk.

The bridge works referred to at 'A' on p.56 ante are all on roads under the control of S.Kanara Dt. Bd. L.A. have seen the case but have no remarks to offer in the matter. Presumably they consider that it is not possible to sanction any grants to the DL Board for these works in view of the present financial stringency.

It may be mentioned that with reference to a D.O. dated 25-7-1953 from the Member addressed to M (P.W.) regarding construction of a bridge across the Kandadka stream on the Jalsoor Subramania Road the C.E.(H) has been requested to discuss the subject with M (P.W.) as directed by the Minister. In the circumstances no action is called for in this file regarding improvement of communications in Malnad Area.

p.t.o

3. The Member has also requested that anti-malarial operations which are being carried on by the Anti-Malarial Unit in villages of Puttur Taluk, particularly in Maland Area, may be continued until malaria is stamped out of Malnad. In regard to this, Health Department have stated that the Anti-Malarial scheme for S.Kanara Dt. which originally covered only two taluks, namely, Puttur and Karkal, has now been extended to Coondapur -taluk. They have also stated that this State have agreed to participate in the National Malaria Control Programme formulated by India under which assistance will be made available by India in shape of supplies of equipment and materials. This programme envisages the extension of control operations to all the malarious tracts in the State in a period of three years and a half. In the circumstances they have remarked that there is no question of the Anti-Malaria scheme in S.Kanara Dt. or of any other scheme being wound up, that they will be continued and if possible, also expanded under the National Malarial Control Programme.

4. Based on the position set out above a draft letter to the M.L.A. is submitted for approval.

(Issued as Letter No.44324A/53-2 dated 17.8.53)